(b) (i) Government has already permitted manufacture of following types of telecommunication equipment in the private sector.

— Subscriber end equipment such as Telephone instruments, EPABX, Teleprinters, etc,

— Switching equipment upto 2000 lines.

— Switching equipment of above 2000 lines capacities based on indigenous technologies.

— Transmission equipment upto 120 channel capacity.

— External plant line stores, power plants and telecom cables.

(ii) Government have also permitted private sector to participate in the installation and maintenance of subscriber owned terminal equipments.

**Revision of DTC Fares**

589. SHRI SHIV PRATAP MISHRA:
SHRI KRISHAN LAL SHARMA:
SHRI KRISHNA KUMAR BIRLA;

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) number of times the fares of DTC were increased during the last five years together with their dates and the extent of increase;

(b) whether Government again propose to revise the fare structure of DTC;

(c) the quantaim of losses suffered by DTC during the last three years and the reasons therefor;

(d) whether Government have any proposals to effect economy in DTC and Improve its service; and

(e) what was the strength of its fleet during 1989, 1990 and 1991 and whether Government propose to increase the existing fleet?

THE MINISTER OP STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) There has been no increase in fares during the last five years.

(b) Government have not yet taken any decision to revise the fare structure of DTC.

(c) The net loss suffered by D.T.C. during the last three years is indicated below:—

*(Rs. in lafihs).*

| Year | Not loss (including depreciation and interest). |
|---|---|
| 1988-89 | 9899.32 |
| 1989-90 | 11984.86 |
| 1990-91 | 19748.35 (Provisional) |

The reasons for the losses are:—

(1) Uneconomic fare structure oJ DTC.

(2) Rising costs of labour and material inputs.

(3) Concessions given to students and weaker sections of the society through concessional passes.

(d) Government is continually monitoring the performance of DTC with a view to increase its productivity and to reduce the cost of operations, enforce economy measures, prevent leakages with a view to increase revenue collection and reduce working losses. Rationalisation of routes is another measure which is undertaken by DTC for improving its performance.

(e) D.T.C. fleet during 1988-89, 19B9-90 and 1990-91 was 4248, 4399. and 4392 respectively. There is no proposal to increase the existing fleet.